



## INTIMATION

A. S. WATSON & CO.,  
LIMITED.  
ESTABLISHED A.D. 1841.CHEMISTS BY APPOINTMENT TO  
HIS EXCELLENCY THE  
GOVERNOR.THE  
HONGKONG "DISPENSARY"

## IMPORTANT NOTICE

IN ADDITION TO THE  
5 PER CENT. DISCOUNT  
ALREADY ADVERTISEDFURTHER  
REDUCTIONSHave been made from this date IN THE  
PRICES of many of the following—

PATENT MEDICINES.

INFANTS' FOODS.

SOAPs,

PERFUMES.

WE MAINTAIN THE LARGEST  
AND MOST COMPLETE STOCKS of these  
GOODS in the Colony, and our Stocks being  
frequently turned over, ensures all Goods being  
FRESH and in the BEST CONDITION.A. S. WATSON & CO.,  
LIMITED,CHEMISTS, DRUGGISTS, PERFUMERS  
ETC., ETC., ETC.

ALEXANDRA BUILDINGS.

COLONIAL SECRETARY had "put his foot in it." The Ordinance referred to by Lord ELGIN received the Royal assent and became law on March 11th, 1904; and the COLONIAL SECRETARY had no legal right to suspend or abrogate it by means of a "simple communication"—the eminent K.C. consulted by the Standard meant no double entendre—forwarded by him to the Transvaal authorities. Mr. MONTAGUE SHEARMAN said: "I know of no power vested in the Secretary of State for the Colonies now to disallow the Ordinance upon his own initiative. Any further right of the Crown must, in my opinion, be exercised through his Majesty's Privy Council." This opinion we understand, is now confirmed by Sir RICHARD SOLOMONS, the South African Attorney General. It is an opinion which, after all, seems to need very little additional authority, being of the nature of a self-evident proposition. Either the Law Officers of the Crown made a curious mistake, or they were not even consulted. In the latter event, Lord ELGIN's claim that they had received careful consideration must have been made in inadvertence. It is a pity that mere electioneering claptrap should have forced His Majesty's Government into such an undignified position. The Colonial Legislature had better be allowed to manage its own affairs, with only formal interference, if such blunders are to be the result of reforming zeal.

The tenth plague fatality was recorded yesterday.

Police Court news, local sport, church notices and share report will be found on page 5.

Liki is to be abolished in Manchuria. This name in name only; it remains as the Consumption Tax.

The police of the inner city at Peking are to wear Western uniform, and have hair at the back of the head shaved off.

H. E. Chang Yin-fang, special Chinese Commissioner for concluding a treaty with Great Britain concerning Tibet, has wired to Peking stating that negotiations for the Tibetan treaty were to be re-opened on the 1st inst.

A fracas occurred between the Viceroy's bodyguard and the police in the Tientsin Settlement on Jan. 27th, through a regrettable misunderstanding, but it was amicably arranged to the satisfaction of all concerned.

A palpable misprint in our reference to the late Mr. Bonner made his age appear greater than it really was. He was in fact, about forty years old; and could well have passed as several years younger.

Lord Elgin's action in suspending the immigration of Chinese coolies to South Africa is declared unconstitutional and void, by Mr. Montague Shearmen, K.C. The Labour Government must be repealed in the ordinary way.

The Russian Government has agreed to pay indemnity for the losses sustained by Chinese during the Vladivostok riot in November, but desires to wait for the complete restoration of tranquillity before going into the matter of the later disturbances. Vladivostok is still in a state of uproar.

MESSRS. BENJAMIN, KELLY &amp; POTTS have received from Shanghai the following telegram:—The Shanghai Land Investment Co., Ltd., has declared a final dividend of Tls. 3, making Tls. 6 per share for 1905. The Shanghai Pulp and Paper Co., Ltd., has declared a final dividend of Tls. 8, making Tls. 14 per share for 1905.

At the American Consulate-General at Shanghai on Feb. 2nd, a meeting was held of the creditors of the Eastern Java Trading Company, whose proprietor and manager, St. Clair, disappeared just before the China New Year Holidays. It was decided to make strong efforts to ascertain the whereabouts of St. Clair. With regard to certain property on the premises of the Company and belonging to other people, it was decided to return such to its rightful owners upon the latter establishing their claim to same.

The report of the Japan Beer Brewery Co., Ltd. ("Kirin"), for 1905, shows a divisible balance of Y128,702, the paid-up capital of the Company being Y450,000. It may be noted that the beer tax paid for the year amounted to Y182,928. The directors propose to pay a dividend of 20 per cent. per Y30,000 to reserve, bringing that up to Y200,000, and carry forward the balance, Y8,702. The demand for Kirin beer is so great that the company has had to make, and still has to make, its total assets on December 31st last were Y1,087,354.

The following are the terms on which the Treasury Bills for £10,640,000 to be taken up by French banks are to be issued—Five and a half per cent. interest, plus one per cent. commission, half of which is to be paid by the banks to customers who purchase the bills to make up the interest on them to six per cent. They may be redeemed at par up to December 31, 1906, in French, German, or Russian currency. The bills will be signed by the Russian Treasury, but will not be secured by any mortgage. The operation will not mean the export of French gold. The money raised will remain on deposit, to be drawn on by the Russian Government.

Among those on the (London) platform to see Prince Arthur off were the Japanese Ambassador and the personnel of the Embassy, Admiral Sir Adolphus FitzGeorge, Sir A. and Lady Egerton, Sir Thomas Sutherland, and a number of other friends of the members of the Mission. The Japanese Ambassador had a long interview with Prince Arthur in the Royal waiting-room.

Captain Badham-Thornhill, R.G.A., latterly serving with No. 46 Company, Dover, has been posted to No. 83 Company, Hongkong, whence he proceeds next month. Captain Badham-Thornhill, who recently passed through a course of study in the Japanese language joined the Royal Artillery in January, 1898, got his captaincy in 1903, and whilst a subaltern saw service in the China campaign, 1900, he being then in the Hongkong-Singapore Battalion R.G.A.

Mr. Maruyama (formerly Chief of Police in Nagasaki-ken), the Japanese adviser of the Police Department in Corea, has just inspected three prisons under the Chemulpo jurisdiction. He reports (says the *Japan Mail*) that the 25 prisoners detained in these places have only one garment, in spite of the bitter cold; that they have no sleeping furniture, and that they receive but one meal a day. Mr. Maruyama describes their condition as most pitiable. He adds that among these prisoners there are some who have been ten years in confinement without judgment being definitely pronounced on them, their offence being that they sold land to Japanese subjects. Mr. Maruyama obtained the immediate release of three men, and has drawn up a very strongly-worded report.

By kind permission of Lieut.-Col. A. G. Fitton, D.S.O., and Officers, the band of the Second Battalion "The Queen's Own" (Royal West Kent Regiment) will play the following programme of music during dinner at the Hongkong Hotel this (Saturday) evening:—March ..... "Through Night to Light," "Laakoni Overture to "Light Cavalry," Supp'd Selection from "Artilla," Verdi "Amonasro," Berger Bourree and Gigue, German Mazurka "La Gipsy," Ganno Selection from "A Country Girl," "Cocktail" Dances—Hors D'oeuvres—Olive Prawn Soup—Conserve Royal, Fish—Boiled Fish and Anchovy Sauces, Entrees—Veal Cutlets and Green Peas, "Tweed Calf's Head and Mushrooms, Shrimp Pasties, Joints—Roast Australian Lamb and Mint Sauce, Roast Capon and Sauage, Boiled York Hams and Champaigne Sauce, Cold Canned Hump of Beef and Mixed Salad, Sweets—Baked Chestnut, Custard Pudding, Apricot Ice Cream and Finger Cakes, Trifle Tart, Tapiy Cake, Desert—Coffee—Fruits.

## CANTON-HANKOW RAILWAY.

## FURTHER DEVELOPMENTS.

[FROM OUR CANTON CORRESPONDENT]

February 8th.

THE IMPRISONED HERO.

Lai Kwai-pui has written from his prison thanking the people for appointing him President and Chief Director of the Railway, and asking that, pending his release, the Vice-President be empowered to act.

MORE MONEY.

At another assembly yesterday, further shares to the value of about \$1,000,000 were issued. The two proprietors of the Sun-wei Tobacco Factory (brothers) were the chief subscribers, each taking \$100,000 worth. So great was the rush of applicants that a big house over the way was taken, and used in conjunction with the Chamber of Commerce as a place of issue or enrolment.

A LOOPOLE TO SAVE THE VICE-REGAL FACE.

Viceroy Chou Fu has sent a despatch to the Canton gentry, saying that Viceroy Shum had just assured him he had no prejudice or ill-feeling against the men he had imprisoned.

It was merely that they had in properly thwarted his taxation plans, when the people seemed ready to accept some of them. He had all along stated his willingness to memorialise for their re-instatement. If any gentry would now come forward to bail him out, he (Viceroy Shum) would be pleased to release Lai Kwai-pui at once.

ADVISED TO ACCEPT THIS.

The best indication of the weight of public opinion is in Viceroy Chou Fu's concluding remarks, wherein he advises the gentry to accept that solution.

He says:—"Viceroy Shum should know that the railway is an important affair, and if there is discord between the officials and the gentry, how is it possible to raise funds? How can the railway be constructed? You, Hui Ying-kwai, you are a venerable and eminent man; the people of your native place look up to you, and you should exhort the gentry and merchants to assist this public affair, and unite their efforts to devise means to raise funds. I suggest that you and the gentry might send petitions to Viceroy Shum and request him to make a decree reinstating Lai and give him power to control and work the railway affairs. I am sure Viceroy Shum would consent to it and that you will agree with my suggestion. I would also suggest another way which is also workable.

That would be to get the 72 guilds to petition to Viceroy Shum and ask that Lai Kwai-pui should take control of the financial and other arrangements, and that the railway should be entirely in the hands of the merchants, the officials only to give protection and examine the line when completed. Thus all ill-feeling would be removed and harmony would again prevail. Your humble younger brother is only working to this end. For the public interest I trust you will use your great power to assist in this matter. Lai took up the matter for the public good, and will surely overlook and dismiss the thought that what has happened to him has been a disgrace."

The following are the terms on which the Treasury Bills for £10,640,000 to be taken up by French banks are to be issued—Five and a half per cent. interest, plus one per cent. commission, half of which is to be paid by the banks to customers who purchase the bills to make up the interest on them to six per cent. They may be redeemed at par up to December 31, 1906, in French, German, or Russian currency. The bills will be signed by the Russian Treasury, but will not be secured by any mortgage. The operation will not mean the export of French gold. The money raised will remain on deposit, to be drawn on by the Russian Government.

## TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE.

## A NEW PEER.

LONDON, February 9th.  
Sir Edward Arthur Colebrooke has been raised to the peerage.

## KING OF SPAIN'S MARRIAGE.

LONDON, February 9th.

King Alfonso of Spain has announced his betrothal to Princess Ena of Battenberg and that the marriage will probably take place on June 2nd

[REUTER'S SERVICE.]

THE NATIONAL RIFLE  
ASSOCIATION.

LONDON, February 7th.

At a meeting of the National Rifle Association, it was announced that teams from the Malay States and Uganda would compete at Bisley.

## THE COERCION ACT IN IRELAND.

London, February 7th.

The Privy Council in Dublin have revoked the proclamation under the Coercion Act.

## THE BRITISH ARMY.

London, February 7th.

An Army Order increases the pay of colour-sergents by sixpence a day.

## THE RELIGIOUS RIOTS IN FRANCE.

London, February 7th.

Disturbances have occurred in the churches at Alencon, Cherbourg and Saint Cloud, where the revolutionaries broke into the Cathedral, burned the confessional, and threw a statue of the Madonna into the river.

THE LONDON COUNCILLORS IN  
PARIS.

London, February 7th.

President Loubot has received the London County Councillors most cordially. A portion of the Edinburgh Corporation will visit Paris in April, and the Lyons Municipality has accepted an invitation to Manchester.

## RUSSIA.

London, February 7th.

Four incidents appear to show that the Russian revolutionaries are only biding their time; three accidental explosions of bombs, causing numerous deaths, have occurred at Sosnovoye, Odessa, and Biełostock, and a Russian named Kowalewsky has been arrested at Ghent in a house containing 200 rifles, 20,000 cartridges and 50 revolvers.

## [N.C. Daily News Service]

THE RUSSO-CHINESE  
NEGOTIATIONS.

Peking, February 2nd.

It is stated on good authority that the first meeting between H.E. Tang Shao-yl and the Russian Minister took place on January 23rd, and that it was not a mere meeting to arrange for future negotiations, but that H.E. Tang then submitted certain demands with regard to Manchuria.

The Russian Minister promised to reply after consideration, and the meeting ended, but as no reply has been made, the Chinese Government has been making representations to the Russian Minister.

It is now expected that a second meeting will take place as soon as Russia has sent her reply, and the responsibility for the negotiations will be laid on T. E. Chu Hung-chi, Grand Councillor, and Tang Shao-yl.

## AN IMPORTANT CORRECTION.

Tokyo, February 2nd.

The statement made by Reuter's correspondent at Tokyo, that Baron Torauchi, Minister of War, had suggested that England should increase her army—a statement which has created a sensation in London and aroused adverse comment—is a misrepresentation. At the meeting of the Budget Committee on Wednesday, Mr. Oishi asked whether, in view of the apparent inadequacy of the defence of India, it was intended to enter into negotiations with England. Baron Torauchi avoided a direct reply, and only said that such a case might occur if the necessity arose.

## LATEST STEAMER MOVEMENTS.

The O. & O. str. *Coptic* left Manila on the 28th inst., at 2 p.m. and is expected to arrive here about noon, to-day.The I.G.M. str. *Princess Alice*, carrying the German Mail, with dates from Berlin of the 16th ult., left Singapore on the 9th inst., at 9 a.m., and may be expected here on or about Tuesday, the 13th inst., at 3 p.m.The P. & O. str. *Pera* left Singapore for this port on the 8th inst., at 8 a.m.The P. & O. str. *Banca* left Singapore for this port on the 8th inst., at 10 a.m.The Boston S.S. Co.'s str. *Tremont* sailed from Kobe on the 5th Feb. for Hongkong via Shanghai and Manila.The Boston S.S. Co.'s str. *Lyra* arrived at Victoria (B.C.) on the 29th Jan.

The congested traffic and overcrowding of the port of Antwerp have become so dangerous that the Antwerp Shipping Federation, comprising every important shipping house, has sent a protest and petition to every member of both Houses of the Belgian Parliament urging the necessity of an immediate vote. The port authority is no longer able to control the traffic.

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

The eighty-first report of the court of directors to the ordinary half-yearly general meeting of shareholders to be held at the City Hall, Hongkong, on Saturday, the 24th February, is as follows:—

To the Proprietors of the Hongkong and Shanghai Banking Corporation.

Gentlemen.—The directors have now to submit to you a general statement of the affairs of the Bank, and balance sheet for the half-year ending Dec. 31st, 1905.

The net profit for that period, including \$1,702,728.85, balance brought forward from last account, after paying all charges, deducting interest paid and making provision for bad and doubtful accounts, amount to \$4,864,395.72.

The directors recommend the transfer of \$1,000,000 from the profit and loss account to credit of the silver reserve fund, which fund will then stand at \$9,500,000.

After making this transfer and deducting remuneration to directors there remains for appropriation \$3,849,395.72, out of which the directors recommend the payment of a dividend of one pound and fifteen shillings sterling per share, which at 4/6 will absorb \$622,222.22, and a bonus of one pound sterling per share, which at 4/6 will absorb \$355,555.55.

The difference in exchange between 4/6, the rate at which the dividend and bonus are declared, and 2/11, the rate of the day, amounts to \$1,171,840.55.

The balance, \$1,609,777.40, to be carried to new profit and loss account.

DIRECTORS.

Mr. A. Haupt has been elected Chairman for the year 1906, and the Honourable Mr. C. W. Dickson Deputy Chairman.

Mr. H. Schubert having resigned his seat on leaving the Colony, Mr. C. R. Lenzenhau has been invited to fill the vacancy; the appointment requires confirmation at this meeting.

Mr. H. A. W. Slade, Mr. Shellim and Mr. E. Goetz retire in rotation, but being eligible for re-election, offer themselves accordingly.

## AUDITORS.

The accounts have been audited by Mr. W. Hutton Potts and Mr. A. G. Wood, who offer themselves for re-election.

## ABSTRACT OF ASSETS AND LIABILITIES, HONGKONG AND SHANGHAI BANKING CORPORATION, December 31st, 1905.

LIABILITY.

\$ c.

Paid-up capital ..... \$10,000,000.00&lt;/



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Publishers only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

## NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

## RACE HOLIDAYS.

IT IS HEREBY NOTIFIED that FIRE INSURANCE OFFICES will be closed for the transaction of Public Business at 11.45 A.M. on MONDAY, TUESDAY and WEDNESDAY, the 12th, 13th and 14th instant, respectively.

By Order,

A. R. LOWE,  
Secretary.

Hongkong, 10th February, 1906. [393]

A DVERTISER sends British Newspapers, Periodicals or Pictorial Post Cards in exchange for good used Colonial Stamps.

HOLLIS, 23, Hillcrest Road, Walthamstow, London.

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TO LET.

TOP FLOOR (5 Rooms) 19, Queen's Road (above Messrs. GREGOR & Co.'s Offices); FIRST FLOOR (4 Rooms), YORK BUILDING.

Apply to—

KELLY & WALSH, LTD.  
Hongkong, 10th February, 1906. [393]

TO LET.

IMMEDIATE POSSESSION.  
TWO ROOMS, suitable for Offices, lately occupied by Messrs. SADDE & FERZENS, Barristers at Law. Easy access through one another. Rent moderate.

Apply to—

N. MODY & CO.,  
54 & 56, Queen's Road (Central).  
Hongkong, 10th February, 1906. [393]

THE CHINA FIRE INSURANCE CO., LIMITED.

THE THIRTY-SEVENTH ORDINARY MEETING of Shareholders in the Company will be held at the Company's Offices, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 8th March, 1906, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd instant to the 8th proximate, both days inclusive.

By Order,

C. PEMBERTON,  
Acting Secretary.

Hongkong, 10th February, 1906. [393]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
"CATHERINE APCAR," Captain A. Stewart, will be despatched for the above Ports on WEDNESDAY, the 14th inst. at 3 P.M.

For Freight or Passage apply to

DAVID SASSOON & CO., LTD.  
Agents.

Hongkong, 9th February, 1906. [392]

PROPOSALS FOR FRESH VEGETABLES.

HEADQUARTERS PHILIPPINES DIVISION,  
OFFICE CHIEF COMMISSIONARY.  
Manila, P.I., February 10, 1906.

SEALED PROPOSALS, in triplicate, will be received at this Office until 11 o'clock A.M. TUESDAY, April 10, 1906, at which time and place they will be opened in the presence of attending bidders, for the furnishing and delivery to the Subsistence Department at Manila, P.I., of such quantities of fresh potatoes and fresh onions as may be required during the period from July 1, 1906, to October 31, 1906, both dates inclusive. Deliveries to be at such times and in such quantities as may be required. About 720,000 pounds of potatoes and about 144,000 pounds of onions will be required per month. The accepted vegetables will be admitted free of customs duties. Each proposal must be made by a bidder's guarantee in the amount of \$5,000.00, or by a certified check for that amount on a bank of approved standing in Manila. The bidder to whom award is made will be required to give bond the penalty of which will be fixed by the Chief Commissary. Blank forms for proposals, copies of advertisement and specifications, bidder's guarantee, and all necessary information can be obtained on application to this Office. Envelopes containing proposals should be marked "Proposals for Fresh Vegetables to be opened April 10, 1906," and addressed to the unregistered, A. L. SMITH, Colonel, A.C.G., U. S. Army, Chief Commissary.

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NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers  
"DONGOLA,"  
FROM LONDON, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THIS port in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex. Mongolia.  
From Bombay, ex. S. India.  
From Persian Gulf ex. S. A. I. S. N. and E. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Goods for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT,  
Superintendent.

Hongkong, 9th February, 1906. [393]

## NEW ADVERTISEMENTS

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"ZIBENGHLA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 4 P.M. Today, the 9th inst., will be landed at Consignee's cost and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., Agents.

Hongkong, 9th February, 1906. [393]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge will be landed at once, at Consignee's risk and expense.

Cargo remaining on board after 4 P.M. of the 12th instant, will be landed at Consignee's risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance has been effected.

DAVID SASSOON & CO., LTD.

Agents.

Hongkong, 9th February, 1906. [392]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"TEUTONIA,"

Captain Oesterreich, having arrived from the above port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding the discharge will be landed into the hazardous and/or extra hazardous Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th Feb will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th Feb, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINIE,

Hongkong Office.

Hongkong, 9th February, 1906. [394]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains:—

Epitome of the Week's News.

Leading Articles:—

China for the Chinese.

More Russian Demands of China.

Continuity.

Very Little Change.

The Cotton Revival.

Hongkong Sanitary Board.

Supreme Court.

Companies:—

The Kowloon Land & Building Co., Ltd.

Hongkong, Canton & Macao Steamboat Co., Ltd.

Humphreys' Estates & Finance Co., Ltd.

Murder of a Hongkong Ex-Gaoler.

The Canton-Hankow Railway.

The Equitable Life Insurance Society.

Death of Mr. E. A. Bonner.

Missionaries Attacked.

Shooting Fatality at Macao.

Hongkong and the Housing Question.

The 26. 4d. Dollar.

Daring Robbery at Canton.

The Shanghai Municipal Election.

Romance in Real Life.

Correspondence.

Commercial.

Shipping.

Extra copies 30 cents each. Cash.

Copies can be posted from the Office to addresses sent, including postage 34 cents each, or \$1 for three copies Cash.

Subscription: \$12 per Annum, payable in advance, postage 32.

Hongkong, 10th February, 1906.

WANTED.

PORTUGUESE CLERK, with some experience; knowledge of Typewriting and Stenography preferred, but not absolutely necessary.

Apply, in writing, to— "C."

Cars of "Daily Press" Office.

Hongkong, 9th February, 1906. [387]

WANTED.

TREATY and COAST PORTS BUSINESS MAN, shortly visiting above, desires COMMISSIONS, AGENCIES, &c.

Address— "TOTO,"

P.O. Box 44.

Hongkong, 3rd February, 1906. [380]

AUCTION.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Hon. THE HARBOUR MASTER, to sell by Public Auction,

On TUESDAY,

the 13th February, 1906, at 10.30 A.M., at their

SALE ROOMS No. 8, Des Voeux Road

(Corner of Ice House Street).

Five Cases RIFLES and EXPLOSIVES.

N.B.—Inspecting Orders can be had on application at the Government Gunpowder Depot, Green Island.

TERMS.—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 6th February, 1906. [385]

## INTIMATIONS.

POLO.

THE MEMBERS of the POLO CLUB will be AT HOME to their Friends, TO-DAY (SATURDAY) 10th inst., at 4 o'clock. Hongkong, 8th February, 1906. [378]

## RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the Transaction of Public Business at 11.45 A.M. on MONDAY, TUESDAY and WEDNESDAY, the 12th, 13th and 14th instant.

Hongkong, 7th February, 1906. [374]

## THEATRE ROYAL, CITY HALL.

HONGKONG A MATEUR

DRAMATIC CLUB.

PRINCESS TOTO,

A Comic Opera in Three Acts,

# Better than Cod-liver Oil.

PLEASANT TO TAKE.

PROMOTES APPETITE.

AIDS DIGESTION.

BUILDS UP THE SYSTEM.

## Angier's Emulsion

Angier's Emulsion is better than Cod-liver Oil because it is pleasant to take, agrees with the most delicate stomach and aids digestion instead of disturbing it. It is better, too, because it has healing and curative virtues which Cod-liver Oil does not possess, and which make it of far greater efficacy in the treatment of long after, and wasting diseases, and for building up the system after fevers or any serious illness.

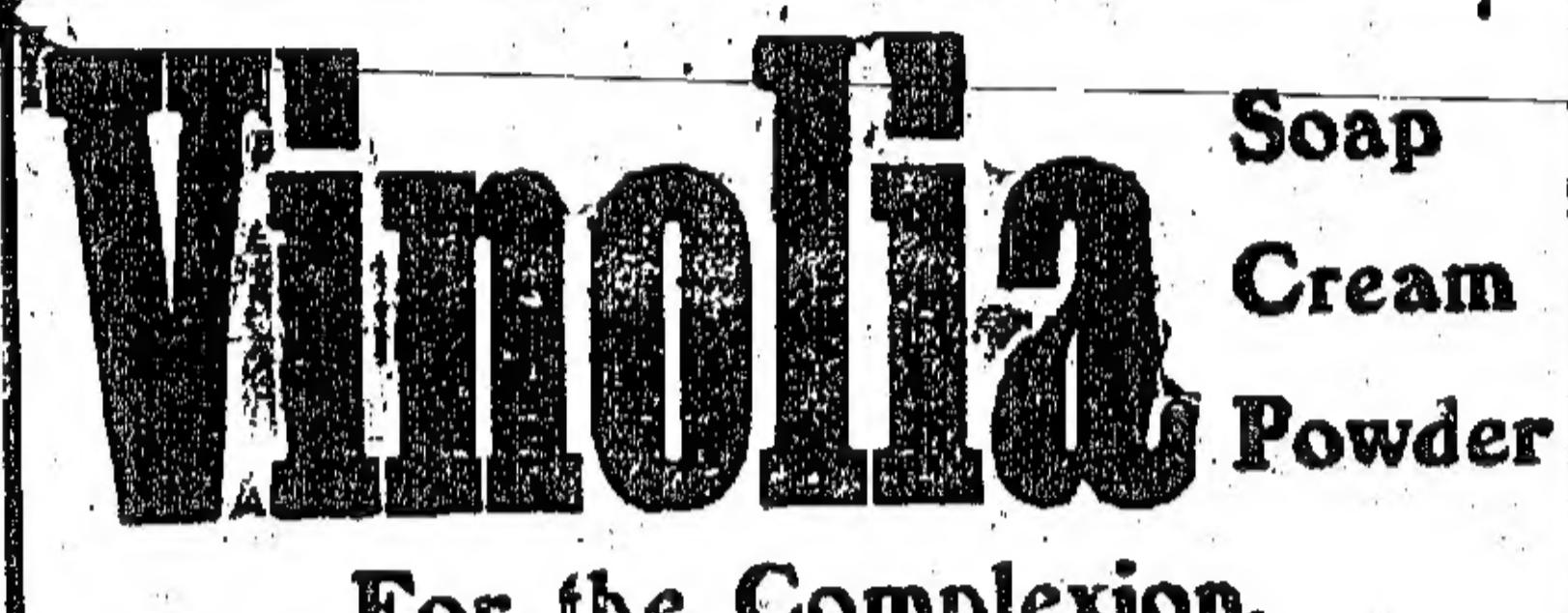
(PETROLEUM WITH HYDROPHOSPHITES)

Angier's Emulsion is a healing remedy, an aid to nutrition and a powerful tonic. It is secure the healing, curative properties of our specially purified petroleum, combined with the tonic properties of the hydrophosphites of Lime and Soda. It is a perfect Emulsion, almost like cream, and is pleasant to take either alone or in any agreeable beverage. Angier's Emulsion is prescribed by the medical profession throughout the entire English-speaking world, and is largely used in the hospitals. As petroleum is not animal oil, it is acceptable to all castes. Furthermore, in its preparation the Emulsion is untouched by hand.

CAUTION.—Do not drink disappointment or worse by trying imitations of our special petroleum. Be sure to get Angier's.

In three sizes, of Chemists and Bazaars.

THE ANGIER CHEMICAL CO., LTD., 31 & 32 SWEENEY HILL, LONDON, ENGLAND.



VINOLIA SOAP—5 Kinds—Premier, Floral, Medical, Toilet (Osteo) and Baby.  
VINOLIA CREAM—For Itching, Face Spots, Eczema, and all Skin Irritation.  
VINOLIA POWDER—For Redness, Roughness, Toilet, Nursery, etc.  
VINOLIA SHAVING-SOAP—Sticks and Cakes. "Gives a beautiful lather."

2784-2



NEWBRO'S HERPICIDE  
The ORIGINAL remedy that "kills the Dandruff Germ."  
A. S. WATSON & CO.—HONGKONG, SPECIAL AGENTS.  
Applications at prominent barber shops.

1106-7

# BOVRIL

Supplies Energy.

Bovril gives Strength to Resist Disease and greatly aids recovery from exhausting illness.

12-2

## HONGKONG BUSINESS DIRECTORY.

IRON MERCHANTS.

SINGON & CO.,  
Iron, Steel, Metal and Hardware  
Merchants. Wholesale and Retail  
Ironmongers. Pig Iron and Foundry  
Co. Importers. General Store  
keepers and Commission Agents.  
35 & 37, Hing Loong Street  
(1st Street, West of Central  
Market.) Telephone No. 615.

PHOTOGRAPHER

M. MUMAYA, JAPANESE ARTIST.  
Bromide and Crayon Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 8a, Queen's  
Road Central.

STOREKEEPERS

BISMARCK & CO.,  
Navv Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

KWONG SANG & CO.,  
Ship Chandlers, Sailmakers, Provisioners,  
Coal Merchants, Hardware, Engineers  
Tools, Metal, Iron and Steel Merchants  
57 & 59, Connaught Road, New  
Praya Central.

CLARKE'S  
B. 41.  
PILLS.

A warranted cure for all  
acquired or constitutional Dis-  
charges from the Urinary Organs  
in either sex. These famous Pains  
also cure Gravel, Pains in the  
Back and all Kidney Disorders.  
Free from mercury. Forty  
years' success. Sold by all  
Chemists and Storekeepers  
throughout the world.

57

## Which Salt?

Salt for the Bones, salt for the Brain,  
Salt for the Nerves relieves the Strain,  
Salt for the Country, salt for the Town,  
Salt to keep people from breaking down,  
Salt for the Kitchen, salt for the Table,  
Salt for the Delicate salt for the Able,  
Salt for the Simple, salt for the Wise,  
Salt for the Children increases their size,  
Salt of the Earth, without a Fault,  
Salt of Life—it is

'CEREBOS' SALT.

From all Grocers. "CEREBOS," LONDON.

2500-3

## POLICE COURT.

Friday, February 9th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

### THE TAIPAO MURDER.

Chan Kam, Wong Sing and Ho Wong were charged with the wilful murder of Tsui Ming-chun, chief excise officer at Taipo, on the 3rd instant.

The defendants pleaded not guilty.

Li Kam-san, a boy fifteen years old, said he was engaged by the deceased, Tsui Ming-chun, on August 1st. On the 1st instant deceased engaged two chair coolies at \$2 a month, and told them to start work next day. They did so, and on the same day another excise officer arrived with a letter for his master. The excise officer and deceased then took rice together. At 6.45 p.m. witness closed all the doors of the matched, and saw the two coolies lie down to sleep. In the middle of the night he heard his master call out to him—"Little San, save life." When he awoke he saw the first defendant and another coolie holding his master down on his bed. They tried to take their hands off him but were unsuccessful. Then he heard one of the coolies call out "come," and five other men entered. The seven men then pressed his master down, and he shouted out. The first defendant and another man tied him up. While they were doing this, the younger of the chair coolies pressed his master down with one hand, and with the other pointed a revolver at witness. His master's hand and feet were tied up, a piece of red tape was tied round his neck, while his master was tied over his mouth. The first defendant then took a lamp and went to look for things. Witness took an opportunity to escape through the door, but while running away he tripped and was seized by a man standing outside. The robber remained in the house for a quarter of an hour, and left with some money, a revolver and a fowling piece. Witness freed his hands by biting through the rope which bound them; removed the muffler from his master's mouth and proceeded to the Taipo Police Station, where he reported the matter.

After hearing further evidence his Worship adjourned the case.

### JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report dated Hongkong, February 9th.—While rates remain steady to strong business continues slow, and we have nothing of any importance to report. The little business that has been transacted during the week has been confined to a few stocks only, and anything like a general demand is conspicuous only by its absence.

BANKS.—Hongkong and Shanghai have changed hands in small lots at \$395 for cash, and a few shares remain on offer at time of closing. Nationals unchanged and without business.

MARINE INSURANCES.—Union have been placed at \$735 and alone with sellers at \$737.2 Cantons continued steady at \$325 during the early part of the week, and close with buyers at \$330. China Traders have ruled steady with small sales at \$81, closing with sellers at that rate and buyers at \$80. Yangtze and North China quotations are taken from Shanghai.

FIRE INSURANCES.—Hongkong continues neglected at \$323. China have been placed at \$388 and close steady at that rate.

SHIPPING.—Indo-China, with a demand from London, improved in the early part of the week to \$98, and to \$101 in Shanghai. Later, however, the London demand having apparently been satisfied, rates have again fallen and the market closes quiet at \$97, and at \$101 in Shanghai.

Hongkong, Canton and Macao have changed hands and are still enquired for at \$263, while a few shares are obtainable at \$26. China Maulas have been in demand at \$20 to \$21, but very few shares are obtainable. Douglass could still be placed at \$40 but none are on offer. Other stocks under this heading require no special mention.

REFINERIES.—China Sugars have changed hands during the week at \$210 and \$212 cash, and at somewhat erratic rates for forward; the market closes steady with no sellers under \$215. Lotos have improved to \$30 without sales.

MINING.—Raubu have receded to \$4 with sellers.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have changed hands in small lots at \$105 and \$106, closing with sellers at the former rate. Kowloon Wharves continue on offer at \$108 without inducing business. Farahame, which ruled firm in Shanghai in the early part of the week, again recedes to \$102.

LANDS, HOTELS AND BUILDINGS.—With the exception of small sales of Humphreys at \$113 and \$112 we have nothing to report under this heading.

COTTON MILLS.—Ewe have improved to \$15, and Hongkong to \$14.

MISCELLANEOUS.—China Providents, after sales at \$8, close at \$8.00. Green Islands have found buyers at \$813, closing with sellers. Hongkong High Level Tramways have been negotiated at \$215. Watsons at \$13 and Powells at \$11. We have nothing else to report under this heading.

### CHURCH SERVICE.

S. JOHN'S CATHEDRAL, Hongkong.—11th February, Septuagesima Sunday, Holy Communion (7.30 a.m.) Matins (11 a.m.) Responses, Ferial; Venite, Elvay; Psalms, Turl, Macfarren; Te Deum, Lawes, Corkie, Hopkins; Benedictus, Langdon; Hymns, 247, 489 and 192. Evensong (5.45 p.m.) Responses, Ferial; Psalms, Turl, Macfarren; Magnificat and Nunc Dimittis. Wesley in F; Anthem. "With all Thy hosts," West; Hymns, 83 and 47; Sevenfold Amen; "Yours is the Kingdom," Del Rio; Grand Chorus; Guillemant.

Sermons will be preached and collections made in St. John's Cathedral, on Sunday, February 11th, in aid of the British and Foreign Bible Society. The preacher at evening will be the Rev. A. D. Stewart.

ST. PETER'S CHURCH, Queen's Road, West. Septuagesima Sunday, Feb. 11. Holy Communion (7.30 a.m.) Morning prayer 11 a.m.—Venite, Lee; Te Deum; Camidge; Benedictus; Troutbeck; Hymns, 109, 510, 183 and 34. Evening Prayer 6.30—Cantate, Woodward; Deus, Hopkins; Hymns, 105, 538, 295 and 267.

The Church launch *Dauphin*, will call on ships carrying white crews, to bring friends ashore to the services, between 9.15 and 10.30 a.m. and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6), returning afterwards. The "Answering Peacock" is the call flag. All the settings are free and unappropriated. Visitors welcome. Books, &c., provided.

Sunday School 10-10.45 a.m.

UNION CHURCH, Kennedy Road, Minister: Rev. C. H. Hickling. 11 a.m.—Worship, Hyman 201, Psalm 118 (Part 2); Hymns 155, Anthems, "O Lord, be thou my strength"; (Hymns 549 and 161, 2 p.m.) Sunday School at Union Church and in British School, Kowloon. 5.45 p.m.—Singing in Church, 6 p.m.—Worship, Hyman 2, Psalm 19, Hymns 150, 14 and 429; 7 p.m.—Meeting for Praise and Prayer. Thursday 9 p.m.—Literary Club.—Lecture on Hawaii by Dr. Newell Wilson. Lantern Views. Open to the Public. Friday 7.30 p.m.—Subject—"A New Creation."

## LOCAL SPORT.

### LEAGUE CRICKET.

#### CIVIL SERVICE v. R.E.C.

The following will represent the Hongkong Civil Service Cricket Club in their League match with the Royal Engineers on C.S. ground to-day (Saturday), commencing at 2.15 p.m. sharp.—H. T. Jackman (Capt.), F. Biden, P. T. Ernle, G. Sherman, A. R. F. Raven, W. H. Kinnaird, W. E. Ryd, G. A. Woodcock, R. Witchell, W. L. Weasel and L. E. Brett. Umpire, Mr. W. H. Woolley.

#### PARISEES v. H.K.C.C. "A."

A match will be played between the Parisees and the Hongkong Cricket Club "A" team to-day at Happy Valley on the Parisees Ground, commencing at 2.30 p.m. Following will play for the Parisees:—P. J. Kang, (Capt.), N. F. Nullbourn, J. J. Vasunia, J. A. Chinoy, D. R. Captain, K. Jamshedji, J. N. Mehta, B. Tavadia, S. B. Batliwala, F. B. Kavarana, and J. B. Noria. A. B. Avasia, Umpire.

#### CRAIGBROWER v. KOWLOON.

This match will be played to-day (Saturday) on the Kowloon Ground, commencing at 2.15 p.m. The following will represent C.C. Club:—L. E. Lammett (Capt.), M. E. Asger, K. Rasa, Pastonji, E. S. Ford, J. D. Kinnaird, R. B. Cooper, L. A. Ross, E. Irving, A. O. Brown, J. W. Stewart and J. Fairholme (reserve).

#### LEAGUE TABLE.

CLUBS.	MATCHES.	PLAYED.	WON.	LOST.	DRAWS.	POINTS.
Craigbrower	13	7	4	2	2	23
R. G. A.	10	6	2	2	2	20
Kowloon	7	6	1	0	1	18
H.K.C.C. "A"	12	5	6	1	1	16
Army Staff	10	5	5	0	0	15
Civil Service	10	4	4	2	2	14
Hongkong Police	10	4	4	2	1	14
R. E.	12	0	11	1	1	1

3 points = a win.

1 point = a draw.

H.K.C.C. v. NAVY.

The following have been selected to play in the match to-day, Hongkong Cricket Club v. Naval Team. Play will commence at 1.30 p.m.—T. Sercombe, Smith, T. E. Pearce, W. C. D. Turner, Walter Daniel, Major A. E. Louis, Capt. Kriekens, N. H. Butterford, C. H. Macay, W. A. Pevel, E. A. Fowler, Walter J. Daniel.

#### FOOTBALL.

The following have been selected to play for the Hongkong Football Club in the Rugby match against H.M.S. "Bonaventure" on Saturday. Kick-off 4.30 p.m. The Club will play in colours—J. M. Presham; J. G. Locky, T. E. Pearce, A. O. Lang, F. C. Kendall; G. R. Hunny and R. J. Blackburn; H. W. Lester, H. M. Kendall, R. M. Ranking, J. C. Steen, A. Boyd, H. F. Hickman, P. C. Murray and H. F. Chard.

#### H.M.S. "DIADER" v. ROYAL ARTILLERY.

This match was played on the Naval ground at Happy Valley yesterday afternoon in connection with the challenge Shield, and the *Diader* managed to turn the tables on the Artillery, who defeated them in the Soldiers' Cup competition.

The men who played were:—

*Diader*:—Scott, Neaman and Macdonald; Evans, Wall and Matthews; Lawrence, Connally, Bell, Barr and Fowler.

*Artillery*:—Patterson, Jeakins and McLellan; Cooper, Carrick and Andrews; Wilks, Harratt, Hardinge, West and Savage.

With a strong wind in their favour the Artillery kicked off, and after fighting the way to their opponents' stronghold, West succeeded in netting. The *Diader* then transferred the play, and within two minutes Fowler equalised with a neat oblique shot which puzzled the R. A. keeper. Each team then shared the play until the whistle sounded.

#### Half-time: *Diader*, 1; Artillery, 1.

The sailors showed advantage in the second half, and with the help of the wind kept play in the Artillery territory for the greater part. The forwards mostly played

## SHIPPING.

## ARRIVALS.

ALCINOUS, British str., 1,278 Doves, 8th Feb.—Liverpool and Singapore 2nd February.

General.—Butterfield & Swire.

CHINHIAN, British steamer, 9th February, from Canton.

DAIJIN, MARU, Japanese str., 900, H. Ohta, 9th Feb.—Tamsui 6th Feb., Amoy 7th and Swatow 8th. General.—Osaka Shosen Kaisha.

DECIMA, German str., 774, H. Schlaikier, 9th Feb.—Swatow 8th Feb., General.—Osaka Shosen Kaisha.

DOMINA, British str., 4,723, G. Phillips, 9th Feb.—London 1st Jan. and Singapore 4th Feb.

TEAN, British str., 1,346, Brown, 9th Feb.—Manila 8th Feb., General.—Butterfield & Swire.

KONIGICHAN, German str., 1,206, Goewisch, 9th Feb.—Bangkok and Anghin 1st Feb.

RIC OF TIMBER.—Butterfield & Swire.

LUCHI, German gaukou, 9th February, from Canton.

PITANOK, German str., 1,267, L. Goerken, 8th Feb.—Bangkok 31st Jan., Rice and General.—Butterfield & Swire.

TEAN, British str., 1,346, Brown, 9th Feb.—Manila 8th Feb., General.—Butterfield & Swire.

TEUTONIA, German str., 2,600, H. Oesterreich, 9th February.—Hamburg, 25th December.

Port Said 10th January and Singapore, 2nd February, General.—Order.

ZINCHENGIA, British str., 2,600, T. M. Packham, 8th Feb.—Rangoon via Singapore 25th Jan., General.—Order.

CLEARANCES.  
AT THE HARBOUR MASTER'S OFFICE.  
February 9th.

Alcinos, British str., for Shanghai.  
Arcadia, British str., for Singapore.  
Zafiro, British str., for Manila.

DEPARTURES.

February 8th.

CLARA JESSEN, German str., for Saigon.

ANAMA, British str., for Bangkok.

BOURBON, French str., for Saigon.

ELIZ. RICKMERS, German str., for Bangkok.

FRIEDRICH, Norwegian str., for Swatow.

HAIMUN, British str., for Swatow.

KOREA, American str., for San Francisco.

M. STEUVE, German str., for Iloilo.

RHENANIA, German str., for Iloilo.

TALISMAN, British str., for Saigon.

SHIPPING REPORTS.

The German str. *Koharchang* reports, Very fine weather and light winds throughout.

The British str. *Zilenghla* reports: Light to moderate monsoon, very slight sea. On the 2nd Feb. dense fog.

VESSELS IN DOCK.

February 9th.

ABERDEEN DOCKS—Quarla.

OWEN DOCKS.—Frith of Katherine Park, Nossan, M. Strive, Elizabeth Rickmers, Quia, Hong Kong, Ithaka, Tholma, U.S.A.T. Seward, Atala.

OSMOPOLITAN DOCK.—Honau, Chihli, U.S.S. Barry.

STEAMERS PASSED THE CANAL.

Jan. 30.—Cambonian, 12th—Takao, 12th.

Perio, Frete, 18th—Pera, Radnorshire, Dongolo, Gisela, 19th—Armenia, Bahr, Bengal, Loch Tay, 23rd—Java, Paterno, Slevia (Ger.), Princess Alice, Rheta, Sueria, Yangtze, Lodi, Leceta, 26th—Amara, Banga, Diamond, Oceanus, Sthonia, Ghazee, Longor, 30th—Slavonia, Falcond Hall, Glenarvan, Afghan Prince, Borenia, Den of Kelly, Den of Maine, Feb. 2—Agaemnon, Tudeus, Dacia, Heliosphere, 6th—Benedict, Beaumont, Norg, Merionethshire, Socato, Inbrani, Lima, Menell.

ARRIVALS AT HOME.

Feb. 6th.—Prins Eitel Friedrich, Glaucus, Ernest Simon, Gleatley, Hector, Hyson.

Feb. 7th.—Prins Eitel Friedrich, Glaucus, Ernest Simon, Gleatley, Hector, Hyson.

Feb. 8th.—Prins Eitel Friedrich, Glaucus, Ernest Simon, Gleatley, Hector, Hyson.

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May 1st.—Prins Eitel Friedrich



## POST OFFICE NOTICES.

**A. Mail for MACAO.** is despatched per s.s. *Wingchau* on week-days at 5.00 p.m. On Sunday the mail for Macao is closed at 8.00 a.m.  
**B. Mail for CANTON, SAMSHUI and WUCHOW.** are closed on week-days at 7.30 a.m. and at 5.00 p.m.  
**Mails for CANTON, NAMTAO, SANBUE, KONGMOON, SAMSHUI, and WUCHOW.** are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.  
**No mails are despatched to these places on Saturday evenings unless previously notified.**

## MAILS WILL CLOSE

FOR	PER	DATE
Manila.....	Loongang	Saturday, 10th, 10.00 A.M.
Manila.....	Zafiro	Saturday, 10th, 10.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN.....	Printed Matter and Samples.....	Saturday, 10th, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)	Registration.....	10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	(Registration, with late fee of 10 cents, up to 10.45 A.M.)	10.45 A.M.
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Registration, Kowloon B.O.....	10.00 A.M.
	No late fee.	11.00 A.M.
Macao.....	Heungshan	Saturday, 10th, 1.15 P.M.
Singapore, Penang and Calcutta.....	Lauyang	Saturday, 10th, 2.00 P.M.
Yekohama and Kobe.....	Teutonia	Saturday, 10th, 3.00 P.M.
Shanghai and Chinkiang.....	Ikaha	Saturday, 1th, 3.00 P.M.
Newcastle (N.S.W.).....	African Monarch	Saturday, 1th, 3.00 P.M.
Saigon.....	Emma Lytken	Saturday, 1th, 3.00 P.M.
Tsinian and Chefoo.....	Chinkiang	Saturday, 1th, 3.00 P.M.
Amoy.....	Charterhouse	Saturday, 10th, 4.00 P.M.
Swatow, Amoy and Foochow.....	Decima	Saturday, 10th, 5.00 P.M.
Swatow, Amoy and Tamsui.....	Daijin Maru	Saturday, 10th, 6.00 P.M.
Singapore, Penang and Colombo.....	Im. Maru	Saturday, 10th, 6.00 P.M.
Amoy, Straits and Rangoon.....	Zibenghia	Saturday, 10th, 6.00 P.M.
Macao.....	Heungshan	Monday, 12th, 1.15 P.M.
Shanghai.....	Kwongshang	Monday, 12th, 2.00 P.M.
Singapore and Bombay.....	Pekin	Monday, 12th, 4.00 P.M.
Macau, Kobe, Yokohama, Victoria, B.C. and Tacoma.....	Hyades	Tuesday, 13th, 11.00 A.M.
Macao.....	Heungshan	Tuesday, 13th, 1.15 P.M.
Manila.....	Tear	Tuesday, 13th, 3.00 P.M.
Singapore, Penang and Bombay.....	Capri	Wednesday, 14th, 16.00 A.M.

## TO-DAY

Ordinary Annual General Meeting of Hum-  
phrey Estate and Finance Co., Ltd., noon.  
Polo Club, At Home, 4 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON.—	Telegraphic Transfer.....	201
	Bank Bills, on demand.....	2/1
	Bank Bills, at 30 days' sight.....	2/2
	Bank Bills, at 4 months' sight.....	2/3
	Credits, at 4 months' sight.....	2/4
	Documentary Bills, 4 months' sight.....	2/1
ON PARIS.—	Bank Bills, on demand.....	256
	Credits, at 4 months' sight.....	260
ON GERMANY.—	On demand.....	209
ON NEW YORK.—	Bank Bills, on demand.....	494
	Credits, 60 days' sight.....	508
ON BOMBAY.—	Telegraphic Transfer.....	1514
	Bank, on demand.....	1512
ON CALCUTTA.—	Telegraphic Transfer.....	1514
	Bank, on demand.....	1513
ON SHANGHAI.—	Bank, at sight.....	714
	Private, 80 days' sight.....	721
ON YOKOHAMA.—	On demand.....	994
ON MANILA.—	On demand—Peace.....	994
ON SINGAPORE.—	On demand.....	154 p.c.p.m.
ON BATAVIA.—	On demand.....	122
ON HAIKONG.—	On demand.....	21 p.c.p.m.
ON SAOON.—	On demand.....	21 p.c.p.m.
ON BANGKOK.—	On demand.....	614
	Government, Bank's Buying Rate.....	9.75
	Gold Lmst, 100 fine, per tael.....	51.90
	Bar Silver, per oz.....	304

## OPIUM.

February 9th.	
Quotations are—	Allowances not to 1 cent.
Malwa New.....	\$1016 to — per pincel.
Malwa Old.....	\$1070 to — "
Malwa Older.....	\$1130 to — "
Malwa V. Old.....	\$1260 to — "
Perkin Blue quality.....	\$1100 to — "
Perkin Extra fine.....	\$1150 to — "
Fatma New.....	\$1222 to — per cwt.
Fatma Old.....	\$1171 to — "
Essex New.....	\$890 to — "
Essex Old.....	\$880 to — "

## VESSELS EXPECTED.

THE AMERICAN MAIL. The O. & O. str. *Copie* left Manila (on the 5th Feb., at 2 p.m.) and is expected to arrive here about noon, to-day.

## THE GERMAN MAIL.

The I.G.M. str. *Prinzess Alice* left via Nagasaki and Shanghai on the 4th Feb., at 5 p.m. and may be expected here on or about the 15th Feb.

The I.G.M. str. *Empress of Japan* arrived at Yokohama at 8 a.m. on Thursday, the 8th Feb., and at 5 p.m. again at 3 p.m. same day for Kobe, where she was due to arrive at 3 p.m. yesterday.

## MERCHANT TRAMMERS.

The Ben Lin str. *Benedict*, from Antwerp, and L. & G. str. *Singapore* on the 3rd Feb. for this port.

The N.Y.K. str. *Iyo Maru* (European Line) left Nagoya for this port on the 6th Feb., and is expected to arrive here to-day.

The I.G.M. str. *Wieland* left Sydney on the 22nd Jan., at 2 p.m., and may be expected here on or about Saturday or Sunday, the 10th or 11th Feb.

The French str. *Binkhutan* left Wakamatsu for this port, and is due to arrive here on or about the 12th Feb.

The Bucknall Line str. *Matoppo* left Singapore, on the 7th Feb., and is due to arrive here on the 13th Feb., p.m.

The P. & O. str. *Pera* left Singapore for this port on the 8th Feb., at 8 a.m.

The P. & O. str. *Banca* left Singapore for this port on the 8th Feb., at 10 a.m.

The P. & O. str. *Arabie* left Moji on the 8th Feb., some time during the afternoon, and may be expected to arrive here on the 14th Feb.

The Indo-China str. *Nansang* left Calcutta for this port, via the Straits on the 30th Jan., and may be expected here on or about the 16th Feb.

The Boston S.S. Co.'s str. *Tremont* sailed from Kobe on the 5th Feb. for Hongkong via Shanghai and Manila.

The Barber Line str. *Satsuma* sailed from New York for China and Japan on the 26th Jan.

## PASSENGERS.

ARRIVED.

For Kohi-chang, from Bangkok, &c., Messrs. Reid and Stewart.

For Ziehngla, from Rangoon, &c., Mrs. and Miss Watsons, Mr. Joseph.

For Dongola, for Hongkong from London, Miss M. B. Moore, Dr. and Mrs. Chif, Mr. and Mrs. Mackie, Mr. and Mrs. T. E. Griffiths, Mr. and Mr. Bone, Miss F. R. Eney, Surgeon J. G. Shipway, Surgeon J. Peebles, Mr. and Mrs.

## JOINT STOCK SHARES.

Hongkong, February 9th.

COMPANY.	PAID UP.	QUOTATION.
Alhambra	\$200	\$100, sellers
Banks—		
Hongkong & Shai.	\$125	\$895, sales & col. London, 1906
National B. of China		
A. Shares.....	45	\$38, buyers
Bell's asbestos E. A.	12s. 6d.	\$64, sellers
China-Borneo Co.	\$12	\$10, sellers
China Light & P. Co.	\$10	\$9, sellers
China Provident	\$10	\$840, sellers
Cotton Mills Ewo.	11s. 6d.	\$16, buyers
Hongkong International	\$10	\$144, buyers
Luou Kung Mow.	1s. 7d.	\$16, 60,
Soyches	\$100	\$125, buyers
Dairy Farm	7d.	\$154, sellers
Docks and Wharves—		
Farnham, E. & Co.	1s. 100	\$120, buyers
H. & K. Wharf & G.	\$50	\$108, sellers
H. & W. Dock	\$50	\$165, sellers
New Amoy Dock	\$84	\$17,
S'ha & H. Wharf	1s. 100	\$123,
Fenwick & Co., Geo.	25	\$25,
G. Island Cement	\$10	\$31, sellers
Hongkong & G. Gas.	210	\$41, buyers
Hongkong Electric	\$10	\$12, buyers
H. H. & T. Tramway	\$100	\$215, sales
Hongkong Hotel Co.	\$25	\$245, buyers
Hongkong Ice Co.	\$25	\$162, buyers
Hongkong Hope Co.	\$10	\$102, buyers
Hongkong Waterboat	\$10	\$12, sellers
Insurance—		
China Fire.....	\$50	\$320, buyers
China Traders.....	\$25	\$188, sales
Hongkong Fire.....	\$50	\$345, sellers
North China Union.....	25	\$12, 92,
Yangtze	\$100	\$736, sales & buy.
Land and Building—		
Hongkong Land Inv.	1s. 100	\$120, sellers
Humphrey's Estate	\$10	\$12,75, sellers
Kowloon Land & B.	\$30	\$174, ex. div.
Shanghai Land & B.	1s. 100	\$120,
West Point Building	\$60	\$153, sellers
Mining—		
Charbonnages	Frs 250	\$490,
Raubs	15/10	\$4, sellers
Philippine Co.	10	\$5, buyers
Refineries—		
China Sugar.....	\$100	\$215,
Luxon Sugar.....	\$100	\$30, buyers
Steamship Companies—		
China and Manilla	\$25	\$21, buyers
Douglas Steamship	\$15	\$40, buyers
H. Canton & M.	\$15	\$204, buyers
Indo-China S.N. Co.	21	\$7, sellers
Shell Transport Co.	21	\$23, sellers
Co. Preference	\$10	\$2, 10,
Star Ferry.....	\$10	\$32,
Do. New.....	35	\$23, sellers
Shanghai & D. Dyeing	\$50	\$50,
South China M. Post	\$25	\$20, sellers
Steam Laundry Co.	55	\$7, sellers
Do.	35	\$61, sales & sellers
Stores & Dispensaries		
Campbell, M. & Co.	\$10	\$36,
Powell & Co., W.M.	\$10	\$11,
Watkins.....	\$10	\$5, sellers
Watson & Co., A. S.	\$10	\$13, sales & buy.
United Asbestos	\$4	\$9, sellers
Do. Founders.....	\$10	\$160,

VERNON & SMYTH, Brokers.

## BANKS

## INTERNATIONAL BANKING CORPORATION.

Vice Agents of the United States in China the Philippine Islands and the Republic of Panama.

## CAPITAL AND SURPLUS

Authorised..... \$10,000,000

Capital Paid Up..... \$2,250,000

## SHIPPING IN 1905.

Mr. John White's thirty-fifth annual shipping review is to hand from London, as follows:

Happily, the past year has closed with all countries at peace, and it is to be hoped the terrible warfare in the late Russo-Japanese war, to settle a dispute that two or three reasonable men could have arranged in a few hours' discussion, will cause all countries to avoid war. For any extension of commerce a condition of peace will produce shipowners have certainly fully provided in the amount of new tonnage built during the past year which has been about 1,700,000 tons of men which has probably been the highest previous record, although the qualification must be made that gross tonnage now, in many cases, includes an increase through re-creations, which are now added, employment was more remunerative when the previous large production took place than it has been for the past four years, and the tonnage now in course of construction is probably greater than at any former period. Our ship-builders and engineers are, therefore, fully employed, most builders having works to keep them occupied for the whole of this year, and many engineers being equally engaged will enter next year. As in the previous year, the incentive to owners has evidently been to contract whilst prices were low, more than from any inducement of the freight market. The past year opened with a very widespread feeling amongst owners that prices for new tonnage were at their lowest, and as freight rates were low and no indication of an early advance, it was desirable to contract with a distant delivery as possible, consequently, with in the first six weeks of the year, a large amount of work was placed, the orders to the Clyde builders alone, in the short period, being for about 200,000 tons gross of steamers, mostly cargo boats of 6,000 to 8,000 tons deadweight each. After this, comparatively few contracts were placed until the beginning of September, when, after the conclusion of the war between Russia and Japan, price of material began to advance, which induced many owners to contract freely, indeed, orders may now be divided into "wholesale" and "retail," as it is becoming common for what may be considered private owners to order four, six, or ten steamers at a time. One private firm of successful experience have, during the year, contracted for twenty steamers of a carrying capacity of 140,000 tons deadweight. These were building at the end of September last (according to the returns of Lloyd's Register of Shipping, 1919.71) tons of merchant steamers, and this amount will doubtless be considerably increased in the returns, when published, for the end of December. It is not necessary now, in considering the production of tonnage, to take into account sailing ships, as the building of such has practically ceased. There have been added to the British Register, including Colonial, during the past year, about 1,300,000 tons of steamers and 60,000 tons sailing ships. There have been removed from the British Register during the same period, including losses and vessels sold to foreigners, about 710,000 tons steamers and 210,000 tons sailing ships, of which the larger proportion are sold to foreigners. Of these sales, about 47,000 tons were old steamers for breaking up abroad, and also include the steamers captured and sunk during the late war, which, after deducting the vessels released, represent about 110,000 tons.

The past year's production has included the Humber-America Line steamer *Kolibri*, of 26,000 tons gross register; the same Company's steamer *America*, built at Belfast, of 23,000 tons; the Cunard Company's turbine steamer *Carnaria*, of 20,000 tons, and many steamers of over 10,000 tons. A striking evidence of the expansion of the mercantile marine of late years is shown in the fact that there are now about 100 steamers of from 10,000 tons to 20,000 tons gross register, of which about one-half are British.

At the commencement of last year steel plates were £5 15s. per ton, which was an advance upon the highest figure of the previous eight months; this price continued with slight fluctuation throughout the year, when, after the close of the Russo-Japanese war, the largest demand for steel for various requirements as well as well as for shipbuilding advanced the price to £6 and before the end of October it was up to £7, which is practically the current price, although makers are reported to have obtained more and to be unwilling to contract further on account of the large quantity sold. This rise in material had, no doubt, its first cause in the increased cost of raw material from the demands of our own manufacturers and American who have been large customers for such, but another cause has probably been the control manufacturers have obtained over the market by the arrangement they made for Scotch manufacturers not to sell to the North of England and the latter not to sell to Scotland. The advance in the cost of material and the large amount of work contracted for caused shipbuilders to advance their prices fully 10 per cent. by the end of October above what they accepted two months previously. This advance stopped further orders, and as prices must be commensurate with the increased cost of production, contracts will probably be restricted to those of owners having special employment for the vessels ordered.

The strike of pattern-makers on the Clyde of six months duration, causing great delay to engine-builders in executing their orders, was the principal disturbance of labour affecting shipbuilding during the year, and it is doubtless the reason of engineers, with arrows to complete in addition to new orders, having work to keep them so much longer employed than ship-builders. Strikes have been prevalent amongst ship labourers in many different parts—River Plate and Brazil, delaying loading and unloading, preventing steamers coaling there—coal labourers in Germany, Belgium and Genoa—grain labourers in Hamburg—and the terrible anarchy in Russia stopping business in the Baltic and Southern Russia and, destroying grain warehouses in Odessa and oil fields in Baku.

The principal customers for second-hand steamers have been the Japanese as purchasers, as well as in their capture during the war; these captures comprised 50 steamers, of which 11 were released. Several steamers have been sold to Spanish owners, who have been induced to buy further tonnage by the improved Spanish ore freights through the rise in the price of raw material. Prices of second-hand tonnage have only improved slightly, and not in proportion to new tonnage.

A large number of old steamers, representing about 60,000 tons gross, in addition to numerous obsolete war vessels, have been sold for breaking up in this country.

Working expenses of steamers have not varied much during the year. Welsh coal is 9d. per ton less, but Newcastle, owing to an advance during the past three weeks, on account of demand from the Baltic ports, is 1s. per ton higher than at the commencement of the year. Insurance rates are slightly in favour of owners. The most important alteration in expenses will be with steamers trading in or with the Far East, prices of coal in Japan for the current year being about 50 per cent. higher.

Turbine machinery has been successfully tested during the past year in long voyage service, it appears to have confirmed the favourable results previously obtained on short services, of economy, speed and increased stability.

The construction of steamers of the turret deck type has largely increased although still built only by Messrs. Duxford, of Sunderland, who have the largest output of tonnage of any builder for the past year.

Combination of interests, which has so largely developed in several shipbuilding businesses of late years, is repeated in the oportunities of capital between the Fairfield Shipbuilding Company, Limited, and Messrs. Cammell, Laird and Co., Limited. Another important change is the removal in the near future of Messrs. Yarrow and Co.'s shipbuilding and engineering works from the Thames to come out through the high cost of labour by Trades Union tactics thus producing in London a vacuum, and as in past years similar procedure drove away the large shipbuilding trade of the Thames, which employed the class now in distress.

One American friend appears to be still agitating for some artificial support to their shipping, and have under consideration a Subsidy Bill, providing benefits for everybody but the honest broker, and it seems scarcely probable that American investors will put further capital into shipping, after the unfortunate experience shown by the last report of the American Steamship Com. The French are considering a new Maritime Bounty Bill, the last law passed in 1902 for ten years, which created a certain grant, having been exhausted in two years. The French Com. *Grande Transatlantique* is largely extending their operations and showing great enterprise in remedying their fleet.

Much dissatisfaction exists amongst shipowners at the rates charged by the Suva Canal Company and the arbitrary rules in measurement of steamers. It is an international question that deserves attention, whether such a highway, having repaid its cost with liberal interest, should continue to be a joint stock 25 per cent profit-sharing enterprise, or follow the rule with all highways and become free of toll, subject to provision for expenses of up-keep. The Canal was closed for ten days in September, in consequence of the sinking of the *s.s. Chatham*, loaded with explosives, which had to be destroyed, causing much less to shipowners by detention of their steamers.

Competition amongst regular lines appears to increase. The line running to America have, notwithstanding the bad experience of the previous year, had further disagreements. The British lines to India have been opposed by a German company, causing rates to be reduced to nominal figures. The two largest German companies engaged in many different trades have been in variance, evidently encroaching on one another's preserves, but it is reported have wisely settled their differences.

The outward trade of the lines to Brazil, River Plate, India, and the Far East, has been very large, but to South Africa and Australia has not provided sufficient cargo for the large tonnage engaged in these trades; indeed, it appears that in these and the frozen meat trades the tonnage considerably exceeds the requirements of *suu* years. A new trade has arisen in the opening of the Russian coasting trade to foreign tonnage, this having been formerly restricted to Russian ships. Several cargoes have been shipped in British and other steamers, Southern Russia to Baltic. It may be temporary, but it is to be hoped Russia will realize the advantage of such free trade, and that other countries, America and France, will do likewise following the example of Great Britain, which has always left her coasting trade open to the ships of all countries.

Whatever opinions may predominate on the fiscal question, it is to be hoped that the new Parliament will remedy the present unreasonable law of taxing our own exports by the duty on coal, which is neither Free Trade nor Protection, but a restriction of trade, which has been proved by the tax on oil shilling per ton losing several customers to our collieries, and consequent employment to steamers.

The most important business in chartering was the large number of steamers chartered for the conveyance of coal for the use of the Russian Fleet, when in the East, which must have proved very profitable business, with the large amount of demurrage earned by detention of steamers attending the fleet. This business was all undertaken by foreign steamers. An exceptionally large number of our steamers have been placed on time charter for regular British and foreign lines, as well as for ordinary voyages from this country, the Continent and Australian States and West Indies.

Outward freights are higher in all directions, though not so good as they were three weeks since, in the close of the past year, than at the commencement. In January they were extremely low, being from Wales to Aden, 6s. 6d.; Colombo, 6s. 6d.; Cape Town, 6s. 6d. An advance in March continued to harden until October 12s., 11s. 6d., and 11s. to those respective destinations, and are now 10s. 11s. and 11s. To the Far East there was little delay, on account of the heavy cost of war insurance, and business in that direction became paralyzed when the Baltic Fleet got east of Singapore until this fleet was annihilated at the battle of Tsushima, the end of May. There has not yet been any large development of outward business in this direction outside of the regular lines. Large shipments of case oil have been made from America to the Far East. To the River Plate and Brazil rates were extremely low at the commencement of the year. Wales to Montevideo or Buenos Ayres, 6s.; Rio de Janeiro, 8s.; only advanced slowly until July 9s. and 10s. 6d. respectively were paid. With continued decline of homeward freights the outward rates further advanced, 12s. 6d.; Plate, 14s. 6d. in November; the present rates are 10s. 6d. and 13s. 6d. To the Islands rates have varied to Las Palmas or Tenerife 9s. 6d. to 7s. 6d. to St. Vincent 9s. 6d. to 8s. 6d. To the Mediterranean, in January, Wales to Malta, 3s.; Genoa, 6s.; Naples, 5s. 7d.; Constantinople, 5s. 6d.; Port Said, 5s. 6d.; Alexandria, 6s. An advance soon took place, and by middle of February 1s. 6d. per ton higher was paid to most of these ports, and maintained until May, when prospects from the Danube and Azof improved, causing more tonnage to offer eastward, and rates dropped and continued to decline until October, when they touched Malta, 3s. 6d.; Genoa, 5s. 3d.; Naples, 5s.; Constantinople, 4s. 7d.; Port Said, 5s. 1d.; Alexandria, 5s. 6d. In November a rapid rise set in, to Malta, 5s. 6d.; Genoa, 5s.; Constantinople, 5s. 6d.; Port Said, 5s., and continued firm until recently, and are now about 1s. per ton lower than the highest paid.

Out to the Baltic rates opened at about the same level as the previous year, but advanced later, from the increased demand to replace the former fuel supplied by the Russian oil wells that were destroyed in the insurrection in Baku, this demand for coal and the decreased home employment through the revolution in St. Petersburg, caused the outward rates to continue to advance, 6s. Cronstadt; 7s. 6d. Riga, the latter during past month.

Homeward freights have varied considerably, and have not in any direction exceeded moderate rates. Grain freights have been, and will be, stimulated from America, India, Australia, and

the River Plate, by the cessation of exports from Southern Russia and the Baltic, the duration of which unfortunately appears likely to be long. From India, owing to a rise in the past month, rates are about the same at the close of the year as they were at the commencement.

In January, from Bombay 10s. had varied, month by month, between this and 10s., until 10s. was paid last month for prompt loading, and 11s. 6d. is current for January. From Calcutta to London 20s. on d.w. in January declined to 16s. 3d. in October, and is now 18s. 6d. to 20s. to Durban; rates have varied 22s. 6d. to 17s. 6d. and are now 22s. 6d. From Burma, rice, January 23s. 6d., February 25s. 6d., declined to July 17s. 6d. The rate offered for next season is 22s. 6d. A moderate chartering from Burma to Japan at from 13s. 6d. to 11s. 6d. and shipments from other Indian ports to Japan at per rates, as low as 8s. Calcutta or Bombay loading, the latest 4s. Bombay to Japan, From Java to U. K. or U. S. January 28s. March 26s. 3d. July 22s. 6d. From Java to Hongkong equal to 9s. Japan 10s. 6d. to 11s. The coasting trade in the Far East has not been good except a few special freights that occurred during the war. This coasting trade is now well supplied by regular lines, and there has not yet been any great development of trade since the war. Undoubtedly those waters are over-supplied with seeking commerce, largely German and Norwegian. West Coast of America to U. K. rates have been 25s. to 28s. 6d. nitrate, the latter now current. During the lowest rates from River Plate some shipments went from Plate to West Coast to load home. From the River Plate to U. K. rates have varied considerably, in January 20s. declining each month until 11s. 6d. up river and 10s. down river loading were touched out of November. The current rate is 15s. 6d. for latter half of January, and 17s. for February loading. Large shipments have been made from Bahia Blanca, rates following much the same variation as up River Plate loading, the rate running 18s. to 13s., and rather long turns for loading. The labour trouble in the Argentine in October caused much detention in loading. Large shipments of grain and cotton from the United States and Gulf ports have brought about a state of activity that has not been known for past four years, and, although the market is easier for past two weeks, it is expected to become active again. The regular lines have obtained full cargoes, and a large amount of tonnage has been chartered. From Northern States to U. K. 2s. 1d. grain in January advanced to 2s. 7d. October, the current rate is 2s. 4d. to 2s. 6d. From New Orleans, not charter, January 11s. varied between this and 9s. 6d. until November 1s. 6d.; the current rate is 11s. 6d. to 12s. From Wilmington to direct port, cotton, a large business has been done and some good rates paid February 27s. 6d. and fluctuated between 22s. 6d. and 30s. until November 30s. was paid. From Savannah, cotton, February 27s. 6d. also varied 22s. 6d. to 30s., until November 30s. From Pensacola, pitchings rates have not been commensurate with other business, January 8s. was current and declined to 7s. 6d. until September/October 8s. 6d. which is current. A large trade has been done in timber Gulf ports to River Plate. Rates from the Azoff, Black Sea and Danube, have varied considerably, and on account of the troubles in Russia have been very unstable markets. Azoff to direct port U. K. fluctuated February to July between 10s. and 8s. 9d. advancing August to 12s. September 13s. 6d. October 14s. From Odessa, January 6s. 6d., May 8s. July 6s. when shipments were stopped through the insurrection and steamers came away unloaded; upon shipments being resumed in September 1s. was paid and October 12s.; current 10s. From the rate varied 8s. 3d. to 10s. 6d. between April and July, advancing in August to 12s., October 15s. From Suez, the current rate is 13s. 6d. Kustendje 8s. 6d. From Mediterranean ports rates advanced throughout the year, except during July, when they declined, owing to the cessation of grain loading at Odessa. From Greek ports rates advanced in November 50 per cent. above what they were in January. Rates in this trade have varied 6s. to 9s. 6d. Bilbo to Middlesbrough 4s. 6d. in January advanced to 5s. 6d. October, Baltic homeward rates have been better in consequence of owners of steamers in this trade combining to fix minimum rates at a moderate level, which they have done with success. What can be done in this way in a trade like the Baltic, which is so widely divided between British and foreign owners, should be capable of attaining in other directions, and, carried out at reasonable rates of freight, cannot be objectionable to merchants. The only objection can be the freight speculator, who, like every illegitimate trader, can well be dispensed with.

A retrospect of the past year and the prospect for the future provide a difficult problem for reflection. The Board of Trade returns of exports and imports, and the reports from all manufacturing districts, give positive evidence of a substantial improvement in trade. There must necessarily be a large business to be done in replacement of the wastage arising from the long Russo-Japanese war, which is estimated to have cost about 400 millions sterling, and whether this trade is of goods manufactured in Great Britain or other countries, the transit must largely be made in British ships, which comprise half the tonnage of the world. The prospects are good of large shipments of cereals from the United States, which has been a dormant trade for the past four years, and large crops are expected in India and River Plate. Large transit is taking place of materials of various descriptions, which business is created by cheap ocean carriage and the present large carriers and by merchants being content to deal in large quantities at small profit, instead of, as formerly, small quantities at large profit. All these factors combine to long for improvement in the shipping trade after the long depression that commenced in 1901, and the problem is whether, with the previous over-supply of tonnage, the improved prospects are annihilated by the amount of new tonnage now being built.

It is satisfactory to note that during the late bad times there have not been the extensive failures of shipbuilders and shipowners that former periods of depression have witnessed. There has not also been laid up idle nor the amount of tonnage even that occurred so far back as 1884. This is certainly proof, as freights have been so low, that the increased size enables steamers to be worked at rates at which smaller boats could not cover their expenses.

**Messrs. D. J. KEYMER & CO., LTD.** offer their services as AGENTS in ENGLAND. Established in 1854, they have thorough knowledge of the Markets, and experience of Eastern requirements.

The heads of the Firm give personal supervision to all business, and with confidence invite those requiring RELIABLE AGENTS for purchase of goods, sale of produce, or other business, to consult their interests to them. Machinery orders are attended to by an expert.

1, WHITEFRIARS STREET, LONDON, TELEGRAMS: "KEYMER, LONDON."

## TOUJOURS FIDELE.

A writer who has been delving into the anti-christian history of Manila remarks:—Many Chinese who came to Manila embraced Christianity (whether from sincere conviction or from benevolence, it is not my province to inquire), and as soon as they did so, the Bishop ordered their hair to be cut, in accordance with the European custom; but they, following their own fashion, wore it in a queue. Naturally, the Chinese objected to obeying the order which entailed such loss of caste at home, and rather than submit many of them were not baptised; for in their country it was a great insult to them, and was regarded as a positive crime to cut off their queues, without which they did not dare return to bring their wives and children to settle at Manila. They told the Bishop that, inasmuch as wearing the hair in that peculiar way was not a religious rite, but a custom, just as it was a custom for the Spaniards to wear their hair short, he should not insist upon having it cut. But the Bishop would not listen to reason, and declared he would insist on having it done, for he feared lest the Chinese would go back to their own country and lapse into their idolatries. The King of Spain was asked to give the matter his personal attention, and decide just what should be done. The incident illustrates some of the impolitic ways of missionaries, not only of the sixteenth century, and in this part of the world,

## HELPLESS WITH RHEUMATISM.

The case of Mr. George West, of 161, Evelyn Street, Deptford, London, England, is exceptionally interesting. Mr. West says:—"I used to think I should go mad with the constant suffering from kidney trouble and rheumatism. I could get no peace, no rest, no comfort day or night. It made people ill to see me struggling to try to walk. My back was so weak that I thought it would break in two, and at last I lost the use of my limbs, and my feet had no feeling in them. The pain in my back was just as though someone were pulling the joints out of the sockets. The rheumatism doubled me up, I used to wish I could die and be out of it all. But now I am well and bright again, and I can get about without the sticks I had to use before, and I enjoy splendid health."

"It was right back in June of 1903 that Dean's Pills made me well, yet I am still well and believe my cure to be a lasting one."

"This testimony is quite unsolicited, and you are welcome to use it."

Mr. Edward G. Evans, of 133, Chilvers Street, Deptford, S.E., kindly endorses the facts of Mr. West's splendid cure by Dean's Backache Kidney Pills in the following:—

"Before using Dean's Pills, Mr. West was away from business five months, and was disabled with rheumatism that at every step he took his knees nearly touched the ground. It was awful to see him trying to walk, and at last he could only just manage to move about by using sticks. He is splendid and well now, and has kept well over since his cure, although that was over a year ago."

Rheumatism shows a lax condition of the kidneys, and the presence of uric acid in the system in great excess. It is often accompanied by other kidney symptoms, such as Gravel or Gravel Stones, Water Swellings in the Flesh, Cloudy Urine, Thick Settlement—Sandy or White—after the water has been standing 24 hours. Urine is Scalding and Painful in passing, there is a feeling of weariness and Pain in the Back, and the patient Aches in every limb.

Dean's Packache Kidney Pills are successful in curing these kidney troubles because they dissolve the crystallised uric acid in the system and increase the flow of urine, by which the impurities are flushed out of the system, and the kidney organs cleansed and restored to health.

Dean's Backache Kidney Pills are 2s. 9d. or 13s. 9d. for 6 boxes. To be had of all chemists and medicine-dealers, or direct from the proprietors, the Foster-McClellan Co., 8, Wells Street, Oxford Street, London, England, post free on receipt of price.

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